

RBWG Meeting Summary

February 21, 2008

1:00 pm – 3:00 pm

1. Introductions:

Sean Co

Sara Woo

Beth Walukas

Eric Schatmeier

Brad Beck

Barbara Wood

Jennifer Stanley

Lynne March

Dave Burch

Avra Goldman

Bob Eltgroth

Andy Thornley

Sabrina Merlo

Dave Campbell

Michelle DeRobertis

2. Summary of December Meeting:

Andy Thornley talked about meeting notes he took at the December 13, 2007 RBWG meeting.

3. Vice-chair Election:

Sara Woo talked about her interest in serving as the 2008 RBWG vice-chair. Sara was elected to the position of vice-chair.

4. Regional Bicycle Network Updates:

Garlynn Woodsong (MTC) gave status update regarding the regional bikeway network and went over the new maps. He explained that the maps from the 2001 Regional Bicycle Plan was inaccurate due to an inconsistency with Appendix A. The current Bicycle Network Map is linked to Appendix A and is more accurate. Garlynn further explained that the focus of the links included in the updated regional bikeway network map should have regional significance.

Beth Walukas talked about Alameda's network and their experience with providing links for the Regional Network. She commented that she was told that spines and segments of the Bay Trail should be included in their countywide bicycle plan. Sean Co replied that he was unaware of any policy that required that, however, he would follow up with any clarification.

Garlynn explained that he used countywide bicycle plans, regional bike mapper, and air photographs to build the updated map.

Robert Raburn urged MTC staff and the Working Group members to consider including two key segments connecting to Route 84 from Alameda's network on the regional bikeway network map.

5. Evaluating the Regional Bicycle and Pedestrian Program in T-2035:

Sean Co explained that the evaluation of the Regional Bicycle and Pedestrian Program (RBPP) is part of the Transportation 2035 project assessment process. He gave a brief overview of the "performance based" evaluation criteria for the Regional Bicycle and Pedestrian Program, which includes the following: delay, environmental impact, safety, equity, and others.

Along with the other programs being evaluated, positive quantitative analysis will prove favorable the RBPP will be evaluated on a preferred quantitative analysis. However, because the RBPP is new and quantitative data is only available for bicycle projects, the review could become a qualitative/policy review instead.

Sean discussed the factors that will make it difficult to prove the positive correlation between biking and air quality benefit quantitatively. Some limitations include a deficiency of tools that would enable the ability to model the change in traffic patterns as a result of investing money into a bicycle facility (i.e. how \$1 invested into a facility affects a mode change); limited data on pedestrians; and others.

There is some data for calculating rates of future bicycle trips based on commuters, however, it is incomplete. Current studies assume that bicycle facilities and the number of bicycle trips are correlated, but don't show the "cause and effect." Ideally, a program would score well if the "cause and effect" can be shown and then related back to the four goals.

Sara stated that it will be important consider that although it's difficult to measure the benefits quantitatively, that a policy and qualitative analysis can still prove useful to supporting the evaluation of the program.

Sean explained that the RBPP analysis may not score well because it is a bicycle and pedestrian project that only has bicycle data to support it. Dave Burch (BAAQMD) commented that the ultimate decision will be tough, but hopes that a quantitative analysis doesn't demonstrate results so poor that it will be difficult to justify the future value of the program. Sean replied that the Commissioners are aware of the factors affecting the limited quantitative data and will take those factors into account.

Lynne March asked about who the decision makers would be in the MTC tradeoff discussions. Sean replied that the Commissioners will be the decision makers and will be discussing the costs and benefits for each of MTC's current programs.

Dave Campbell suggested looking at various cities to show a “before and after,” using a case study approach (i.e. Portland, Oregon and others). Dave suggested looking at bike stations and finding out how many bike lockers/racks there are. Bike stations log the number of people who use their facility. Sabrina suggested looking at how the data that is available might help in trying to help show the change in mode-share when the network is complete. Garlynn recommended looking at Copenhagen and Amsterdam. Andy recommended looking at Berlin.

6. Richmond San Rafael Bridge Bike/Ped Access Study Update – (Doug Johnson, MTC)

Doug Johnson gave a status update on the Richmond San Rafael Bridge bike/ped access study. He provided handouts and discussed the various alternatives and stated the preferred alternatives.

7. Other Items

None.